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--PRESIDENT PRESENTS AIR MEDAL TO CAP FLYERS--

FOR BRAVERY in the rescue of a comrade down at sea, two officers of the CAP Coastal Patrol were presented the Air Medal by President Roosevelt in a White House ceremony Wednesday. Awarded for the first time for civilian service, the decorations were authorized by General Orders of the War Department.

The two heroes are Maj. Hugh R. Sharp, Jr., of Wilmington, Del., and Ensign Edmond I. Edwards, Newark, Del., now of the Navy. A CAP plane on Coastal Patrol spun into the ocean on July 21 last year. Lt. Edgar Shelfus of Columbus, Ohio, the observer, was lost as the ship sank some 20 miles off shore. This was the first fatality in CAP's services for the Army Air Forces. The pilot, Lt. Henry T. Cross, also of Columbus, was thrown clear. Though suffering from a broken back and gasoline burns, he was able to inflate his life belt. He was seen and the accident was reported by radio from the sister ship which circled to mark the spot.

The sea was driving before a strong wind in swells 10 feet high. Knowing that Lt. Cross would be drowned before the Coast Guard boats arrived, the men on the base went into immediate action. Sharp, the Base Commander, then a Captain, and Edwards, then a CAP Lieutenant, were off within 5 minutes in a Sikorsky amphibian, assigned to the base for just such emergencies, although they knew the attempt was almost suicidal in such high waves.

By good flying, Sharp, after dropping a smoke bomb to check the wind direction, was able to bring the ship down close to where Cross was floating. Edwards threw a rope but Cross, paralyzed, was unable to grasp it and it slipped across his chest. So they maneuvered the ship close enough to reach him and pull him aboard.

Despite the impact of landing on a wave crest and bouncing onto another, the plane held together without even a leak. But the left wing float was damaged and soon filled with water. In order to keep the plane upright, Edwards crawled out on the right wing and clung there for nearly 11 hours as the plane was taxied toward shore and then was towed by a Coast Guard boat. The mission began at 5:00 in the afternoon and the plane was not beached until 4:00 the next morning. Lt. Cross has fully recovered and is now on duty at another Coastal Patrol base.

Maj. Gen. George E. Stratemeyer, Chief of the Air Staff, attending the presentation ceremony in place of Lt. Gen. H. H. Arnold, Chief of the Army Air Forces, who was absent from Washington, made the following statement:

"These two men exemplify the spirit of the Civil Air Patrol, in cooperation with the Army Air Forces, in the flying of many types of special war missions necessitated by our war effort. Their activities have made possible the releasing of Army pilots and Army airplanes for combat service. The enthusiastic spirit of all CAP personnel in their activities in cooperation with the Army Air Forces is sincerely appreciated by the Commanding General."

General Orders No. 1 of the War Department, January 4, 1943, carry these words: "This difficult mission of great responsibility required outstanding initiative, resourcefulness, and a high degree of courage. The superior manner in which all duties were performed will establish high traditions of service for the Civil Air Patrol."

CAP RADIO--The Federal Communications Commission has approved a set of rules for the establishment of CAP radio stations "used exclusively for essential communications relating directly to the activities of the Civil Air Patrol". Authorizations will be issued only to Wing Commanders on clearance through CAP National Headquarters and operational supervision will be in the hands of CAP Communications Officers. This is for civilian stations. Those operated under control of the military on CAP active duty missions are not affected by these rules.

This new authority will have a highly beneficial effect in broadening the radio phases of CAP and giving radio personnel the best break they have had since the war began. The regulations, effective Jan. 19, were published in the Federal Register of Jan. 23 and copies are being distributed to the Wings. Please do not write National Headquarters yet. Further information soon will be issued.



CAP PLANE REGISTRATION--Application blanks for the registration of CAP planes, as explained in last week's Bulletin, have now been mailed to the Wings. They are to be out in duplicate by each applicant. The local unit (Squadron or Detached Flight) commander will sign and send both directly to Wing Headquarters. The Wing will keep one and send the other to National Headquarters. Registration certificates will be issued in the two classes "A" and "B" and will be sent to the applicants through Wing channels.

The forms contain a good many questions but once this information is in, it will not have to be repeated. Now that ownership of planes is frozen by WPB, this registration will tag all aircraft available to CAP and there will not be the continual resurveys necessitated by turnover as in the past. We have tried to simplify the paper work for Wing Headquarters and if any of you think you are swamped with work, you ought to see our desks here in Washington!

In the interests of continued home-town flying, all unit commanders are urged to expedite the return of the blanks with all possible dispatch. For a plane being registered in the "B" category as not currently on CAP active duty, it is asked whether the applicant will pledge it for duration service. It is important that this question be answered "YES". Owners with good ships can figure that if not rented by CAP, their aircraft may be requisitioned and bought by other agencies.

FRIENDS IN CONGRESS--The Patrol is indebted to Hon. Hatton W. Sumners, of Texas, Chairman of the House Judiciary Committee, for a speech on the floor of the House which has been quoted at length in many papers throughout the country. "My interest was aroused in this organization", he said, "because of its demonstrated unselfish, self-reliant, willingness-to-do-something-about-it, fit-to-live-and-govern-in-a-free democracy sort of spirit; the sort of spirit which must be nurtured and encouraged."

Copies of the speech will be sent in pamphlet form by Maj. D. Harold Byrd, Texas Wing Commander, to all Wings for distribution to the membership. Appended are the remarks of Representative John Vorys, Ohio, a CAP member who saw active duty last summer as a pilot on coastal patrol. Also a member is Representative Clifton A. Woodrum of Virginia who became interested in flying through the work of his daughter, Martha Anne, in CAP and now owns and pilots his own plane.

GOVERNOR SPONSORS NEWSLETTER--Governor Dwight R. Green of Illinois, an Army pilot in the last war, has chipped in to stand sponsor for an issue of the Illinois Wingover, founded more than a year ago as the first paper to be published by a Wing of CAP and still continued under the high standards with which it began.

PRODUCTION STOPPAGE AVERTED--The Hewitt Rubber Corp., Buffalo, N. Y., recently faced the shut-down of a division engaged in an important war order. To unsmother the delivery of needed materials, the Plant Manager was flown by CAP courier plane to the plant of a sub-contractor in Pennsylvania. "The result", writes Thomas Robbins, Jr., President of the rubber company, in a letter to the CAP Courier Station at Buffalo, "was that a truck-load of material left that same evening and arrived in Buffalo the next morning. We are certain that this would have been impossible except for the cooperation of the CAP, which enabled us to continue, without any interruption, the production of vitally important military airplane materials."

NAVY PILOT SAVED--Lt. John Shelley of Wellfleet, Mass., was saved off the coast of Maine last week after his plane had been spotted in the water from CAP planes, according to an Associated Press dispatch. A companion Navy plane came into a CAP field and the Navy men were flown as observers in two CAP ships to search for the missing aircraft. After it was found, a CAP plane went out to drop flares. Thus guided, 6 townsmen from Surrey, Me., drove along icy highways and went out in a small boat to rescue Lt. Shelly. The CAP pilots on the mission were Lts. David Emerson, South Coventry, Conn., and Louis Pfouts, Burghill, Ohio. They took off after dark without landing lights and returned to a dark field. Naval authorities commended CAP for its part in the rescue which is one of many incidents along the coast in which CAP has saved personnel of other services.